

1-19. (CANCELED)

20. (NEW) A planetary gear train having planetary gears (8) rotatably mounted on a planetary gear carrier (18) and in tooth contact with a ring gear (14) and a sun gear (4),

planetary gear axles (16) being retained at an inclined angle ( $\alpha$ ) in the planetary gear carrier (18),

the planetary gears (8) being disposed axially displaceable upon the planetary gear axles (16) coordinated therewith, and

an adjusting mechanism for adjusting a position of the planetary gear (8) in the planetary gear train for a backlash, the adjusting mechanism being operatively situated between the planetary gear carrier (18) and the planetary gears (8).

21. (NEW) The planetary gear train according to claim 20, wherein the sun gear (4) has an approximately cylindrical external toothing (6).

22. (NEW) The planetary gear train according to claim 20, wherein a cone angle ( $\beta$ ) of tooth flanks of the planetary gears (8) is adapted to an inclined angle ( $\alpha$ ) of the planetary gear axles (16) so that tooth flanks of the sun gear (4) and tooth flanks of the planetary gears (8) mesh with one another over a whole tooth width.

23. (NEW) The planetary gear train according to claim 22, wherein the inclined angle ( $\alpha$ ) of the planetary gear axles (16) corresponds at least approximately to the cone angle ( $\beta$ ) of the tooth flanks of the planetary gears (8).

24. (NEW) The planetary gear train according to claim 22, wherein the inclined angle ( $\alpha$ ) of the planetary gear axles (16) corresponds at least approximately to half the cone angle of the tooth flanks of the ring gear (14).

25. (NEW) The planetary gear train according to claim 20, wherein the planet carrier (18) is rotatably mounted in the ring gear (14).

26. (NEW) The planetary gear train according to claim 25, wherein two bearings (24) are provided on both sides of a toothing plane of the planetary gears (8).

27. (NEW) The planetary gear train according to claim 25, wherein bearings (24) between the ring gear (14) and the planet carrier (18) are slanted bearings (24) in an O-arrangement.

28. (NEW) The planetary gear train according to claim 20, wherein the planet carrier (18) is connected with an output shaft of the gear train.

29. (NEW) The planetary gear train according to claim 20, wherein the sun gear (4) is connected with to an input shaft (2) of a prime mover.

30. (NEW) The planetary gear train according to claim 20, wherein the adjusting mechanism, between planetary gear carrier (18) and ring gear (14), comprises at least one of operative fitting discs (32) and spacer discs (34) which determine an axial position relative to each other.

31. (NEW) The planetary gear train according to claim 20, wherein the adjusting mechanism operatively situated between planetary gear carrier (18) and planetary gears (8) are spacer pieces (58) located coaxially relative to the planetary gear axles (16).

32. (NEW) The planetary gear train according to claim 20, wherein the adjusting mechanism operatively situated between planetary gear carrier (18) and planetary gears (8) are adjusting springs (62) coaxial with the planetary axles (16).

33. (NEW) The planetary gear train according to claim 20, wherein the adjusting mechanism operatively situated between the planetary gear carrier (18) and the planetary gears (8) are continuously feedable set screw (64) inserted in the planetary gear carrier (18).

34. (NEW) The planetary gear train according to claim 20, wherein at least one of the planetary gears (8) and the ring gear (14) have an incision (46, 48).

35. (NEW) The planetary gear train according to claim 34, wherein the incision (46) in the planetary gears (8) is designed revolving with rotational symmetry.

36. (NEW) The planetary gear train according to claim 34, wherein several peripherally spaced incisions (46) are located in the planetary gears (8).

37. (NEW) The planetary gear train according to claim 20, wherein a reduction ratio of the gear train has a value which is less than or equal to twelve.